

No:3565-WT/TPT-16012/7/2022

Kolkata, Dated:12/12/2024

NOTIFICATION

Whereas, the Supreme Court Committee on Road Safety vide their No. 51/CoRS(Vol-4) dated 07.06.2023 directed the State Government to revisit its strategies for achieving the goal to bring down the fatalities in road accidents by at least 10% every year so that the fatalities in road accidents may be brought down to half by 2030; and

Whereas, the Supreme Court Committee on Road Safety directed the State to devise strategies to reduce pedestrian fatalities in road accidents; and

Whereas, the State of West Bengal has constituted a State Road Safety Council under Section 215(2) of the Motor Vehicles Act, 1988 vide Notification No. 1083-WT dated 23.03.2015; and

Whereas, in pursuant with the Terms of Reference, the State Road Safety Council has been empowered to take such necessary steps for the purpose of ensuring road safety all over the State as may be considered appropriate; and

Whereas, Section 112(2) of the Motor Vehicles Act, 1988(as amended) states that the 'State Government or any authority authorised in this behalf by the State Government may, if satisfied that it is necessary to restrict the speed of motor vehicles in the interest of public safety or convenience or because of the nature of any road or bridge, by notification in the Official Gazette, and by causing appropriate traffic signs to be placed or erected under section 116 at suitable places, fix such maximum speed limits or minimum speed limits as it thinks fit for motor vehicles or any specified class or description of motor vehicles or for motor vehicles to which a trailer is attached, either generally or in a particular area or on a particular road or roads;'

The guidelines related to speed management and speed limit signage are notified as follows:

1. The Speed Limit on the roads in Rural Areas shall be as follows:

Scenario	Segment or Location Specific Characteristics	Maximum Speed Limit
Rural I (R-I)	Locations or short stretches of undivided or divided roads: (i) Frequent interactions with unprotected pedestrians and bicyclists (e.g., section of highways passing through markets, shops, schools, residential areas, hospitals, semi-urban developments, etc.)	All Vehicles: 25 km/hr* for school zones and 30 km/hr* for other areas
Rural II (R-II)	Segments of undivided or divided road: (i) Not satisfying operating conditions as described in R-I, AND (ii) Low intensity movements of bicyclists along the side of the road in an unprotected manner, OR More than 20% share of motorcycles and slow moving motorized local traffic (both passenger and goods	All Vehicles: 40 km/hr

	vehicles) such as auto/ tempo/ toto/ small commercial vehicles, etc. along the road without any segregation from other motorized traffic like cars, trucks, and buses, OR Contraflow of vehicles along the road (applicable only for divided carriageway)	
Rural III (R-III)	Locations on undivided or divided road: (i) Not satisfying operating conditions as described in scenarios R-I or R-II, AND (ii) Infrequent crossing of pedestrians and bicyclists in an unprotected manner against the motorized traffic (e.g., minor junctions connecting villages, bus stop locations, etc.), OR Uncontrolled intersection with occasional vehicle movements from minor roads and history of right-angle collision, OR Uncontrolled intersection with narrow median width and no storage lane for right turning vehicles (applicable only for divided carriageway), OR Median opening for U-turn on mid-block with narrow median width and no storage lane for turning vehicles (applicable only for divided carriageway), OR More than 10% share of motorcycles and slow moving motorized local traffic (both passenger and goods vehicles) such as auto/ tempo/ toto/ small commercial vehicles, etc. along the road without any segregation from other motorized traffic like cars, trucks and buses	All Vehicles: 50 km/hr
Rural IV (R-IV)	Segments of rural undivided road not satisfying operating conditions as described in scenarios R-I or R-II or R-III	Car/Bus/Trucks: 60 km/hr Motor Cycle/Slow Moving Vehicles (both passenger and goods): 50 km/hr
Rural V (R-V)	Segments of dual carriageway (or divided road): (i) Not satisfying operating conditions as described in scenarios R-I or R-II or R-III, AND (ii) 2-lane or 3-lane on each side of the road but no clearly defined and enforced lane usage for different vehicle categories, AND (iii) Less than 10% share of motorcycles and slow moving motorized local traffic (both passenger and goods vehicles) such as auto/ tempo/ toto/ small commercial vehicles, etc. along the road without any segregation from other motorized traffic like cars, trucks and buses	Car/Bus/Trucks: 60 to 70 km/hr (depending on length of uninterrupted segments) Motorcycles /Slow Moving Vehicles (both passenger and goods vehicles):50 km/hr Motorcycles /SlowMoving Vehicles should predominantly remain in left lane (and/ or paved shoulder) and may use the immediate adjacent lane only for overtaking without exceeding vehicle category specific speed limit

Rural VI (R-VI)	Segments of dual carriageway (or divided road) in rural areas: (i) Not satisfying operating conditions as described in scenarios R-I or R-II or R-III or R-V, AND (ii) High quality infrastructure with desirable minimum uninterrupted segment length of 5 km and no unprotected pedestrians/ bicyclists, AND (iii) Service road on both sides of main carriageway to allow motorcycles and slow-moving passenger/goods vehicles such as trekker/ tempo/ toto, etc. to operate on the physically segregated facility (i.e., service road) only; AND (iv) No motorcycle and slow-moving passenger/goods vehicles such as trekker/ tempo/ toto, etc. sharing lane(s) with trucks/buses/cars on the main carriageway; AND (v) At least 3-lane on each side of road and clearly defined and enforced lane usage: ✓ Slow moving trucks, buses and cars should predominantly remain in left lane and may use middle lane for overtaking purpose or when the left lane is occupied/congested. ✓ The right most lane should be used only for overtaking. No vehicle should continue to use right most lane unless the adjacent left lane is occupied/congested and returning to the adjacent left lane is not safe. The right most lane must be free to give an opportunity for following vehicles to overtake without exceeding the permissible speed limit (vi) Desirable clear zone width of 6.5 m (for max speed limit up to 90 km/hr) and 9.0 m (for max speed limit above 90 km/hr)	Car/Bus/Trucks: 80 km/hr or more as per road engineering criteria
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* If crashes involving heavy vehicles are reported on a regular basis, then the speed limit may be reduced to 20 km/hr.

- a. If the decrease in speed limit for adjacent segments or speed zones is more than 20 km/hr, then a transition zone should be provided with an equivalent distance of travel in 25 seconds (absolute minimum)/ 60 seconds (desirable).
- b. All roads should preferably have a minimum clear zone width of 4.5 m. The required clear zone width increases with an increase in speed.

2. The Speed Limit on the Urban Roads shall be as follows:

Scenario	Segment or Location Specific Characteristics	Maximum Speed Limit
Urban I (U-I)	Segments of urban roads: (i) Passing through residential areas, market areas, school zones, etc., OR (ii) Frequent interactions with unprotected pedestrians and other non-motorized road users, OR (iii) Frequent at-grade intersections (both signal controlled and uncontrolled), OR (iv) Roadside friction is moderate to high except for residential areas	All Vehicles: 25 km/hr** for school zones and 30 km/hr** for other areas

Urban II (U-II)	Segments of urban roads which do not require a speed limit of 30 km/hr (as per Scenario U-I) but also do not qualify for a speed limit of 50 km/hr (as per Scenario U-III)	All Vehicles: 40km/hr****
Urban III (U-III)	Segments of major arterials (i) Vulnerable road users largely protected or segregated from motorized traffic, AND (ii) Practically no interference to through traffic due to presence of uncontrolled intersections, if any, AND (iii) Spacing of signals is high or signals are coordinated to provide a realistic opportunity for vehicles to travel at the maximum speed limit, AND (iv) Low roadside friction with no on-street parking.	All Vehicles: 50km/hr****

**If crashes involving buses are reported on a regular basis, then the speed limit for buses may be reduced to 20 km/hr. If a separate speed limit for buses in dedicated lanes for buses is NOT feasible, then the overall speed limit for all vehicles may be reduced to 20 km/hr.

****If crashes involving buses are reported on a regular basis, then the speed limit for buses may be reduced by 10 km/hr. If a separate speed limit for buses in dedicated lanes for buses is NOT feasible, then the overall speed limit for all vehicles may be reduced by 10 km/hr.

- a. As a part of traffic management and safety, entry of trucks in large urban areas (e.g., Kolkata city) is restricted during the day time. The speed limit for trucks beyond regular working hours may be kept the same as buses.
 - b. For long elevated corridors or at-grade segments where (i) there is no pedestrian or bicyclist, (ii) no roadside friction, (iii) movement of heavy vehicles such as buses and trucks are banned, and (iv) movement of two-wheelers is segregated, a higher speed limit may be accepted for cars and similar light vehicles as per road engineering considerations. However, the speed for two-wheelers should be restricted to 50 km/hr only.
3. The maximum speed limits, as mentioned above (item 1 & item 2), may be reduced further based on the road engineering considerations as per the recommendation of the Road-Owning Authority. Such considerations may include road category, width of carriageway, terrain, design speed and locations with geometric deficiencies (e.g., sharp curve, critical intersections, steep gradient, vertical curve, etc.). In the same spirit, if a lower speed limit is recommended in IRC Guidelines, the same should be implemented and enforced.
 4. There shall be design and installation of appropriate speed limit signage, marking, delineators, traffic calming measures and traffic management measures as applicable and prescribed under IRC 67 (*Code of Practice for Road Signs*), IRC 35 (*Code of Practice for Road Markings*), IRC 79 (*Code of Practice for Road Delineators*), IRC 99 (*Guidelines for Traffic Calming Measures in Urban and Rural Areas*), and IRC: SP 55 (*Guidelines for Traffic Management in Work Zones*) respectively on roads/locations specified in references to rural and urban roads.
 - a. In order to preclude sudden drops or hikes in speed limit (such as sudden change of speed limit from 70 km/hr to 30 km/hr), sufficient length of transition zone(s) should be provided for smooth and safe change of the speed with a comfortable deceleration/acceleration. Normally, for every 20 km/hr change in speed limit, one transition zone of sufficient length should

be provided. So, for example, for a sudden drop of speed limit from 70 km/hr to 30 km/hr, two consecutive transition zones having sufficient lengths should be provided- (i) to reduce the speed limit from 70 km/hr to 50 km/hr, and (ii) to reduce the speed limit from 50 km/hr to 30 km/hr. Intermittent speed limit signs may be placed to avoid sudden drops or hikes in speed limit.

5. If the speed limit is communicated using Variable Message Sign (VMS), as per IRC:SP85 (**Guidelines for Variable Message Sign**), then the restricted speed limit may be recommended only during the period of relevant activities. For example, a 25 km/hr speed limit in a school zone may be recommended only during the school operating hours. Similarly, a restricted speed limit near a roadside market may be recommended only during market activity hours.

Now, therefore, an Inter-departmental Committee for implementation of the guidelines related to speed management and speed limit signage is hereby constituted with the following members:

1. Additional Director General of Police (Traffic & Road Safety), West Bengal- **Chairman**;
2. Representative - Transport Department - Member;
3. Representative - School Educational Department - Member;
4. Representative - Health & Family Welfare Department - Member;
5. Representative - Panchayat & Rural Development Department - Member;
6. Representative - Urban Development & Municipal Affairs Department - Member;
7. Representative - Public Works Department - Member;
8. Director & Chairman of the Lead Agency on Road Safety - **Member Convenor**;
9. Additional Commissioner of Police (Traffic), Kolkata - Member.

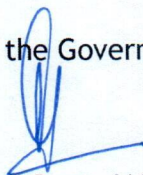
The representatives of the committee shall not be below the rank of Joint Secretary to the Government of West Bengal.

Chairman of the Inter-departmental Committee shall have the powers to co-opt as Member of the said committee any person/official/expert who he/she considers eminently suitable to contribute to the functioning of the committee.

This notification is issued in accordance with the decision of the 12th State Road Safety Council to notify the Speed Management - related guidelines for better speed regulation of the vehicles for effectively reducing road accidents and the accident - related fatalities in the State of West Bengal.

This order shall come into effect immediately.

By order of the Governor



(Dr. Manoj Pant, IAS)

Chief Secretary to the Government of West Bengal &
Chairman of the State Road Safety Council

ORDER

ORDERED that this Notification be published in the Official Gazette.


(Dr. Saumitra Mohan, IAS)
Secretary to the Government of West Bengal

No: 3565/1(1)-WT/TPT-16012/7/2022

Kolkata, Dated:12/12/2024

Copy forwarded to the Managing Director, Saraswati Press, Kolkata with request to arrange to publish this Notification in the Official Gazette and send 50 (fifty) copies of the same to this Department for official use.


Special Secretary

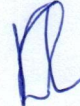
No: 3565/2(27)-WT/TPT-16012/7/2022

Kolkata, Dated:12/12/2024

Copy forwarded for information and necessary action to:

1. The Director General & Inspector General of Police, West Bengal;
2. The Additional Chief Secretary, Information Technology & Electronics Department, Government of West Bengal.;
3. The Additional Chief Secretary, Non-Conventional and Renewable Energy Sources Department, Government of West Bengal;
4. The Additional Chief Secretary, Finance Department, Government of West Bengal;
5. The Additional Chief Secretary, Department of Planning, Statistics & Programme Implementation, Government of West Bengal;
6. The Additional Chief Secretary, Technical Education, Training & Skill Development Department, Government of West Bengal;
7. The Principal Secretary, Home & Hill Affairs Department, Government of West Bengal;
8. The Principal Secretary, School Education Department, Government of West Bengal;
9. The Principal Secretary, Public Health Engineering, Government of West Bengal;
10. The Chief Executive Officer, KDMA;
11. The Principal Secretary, Health & Family Welfare Department, Government of West Bengal;
12. The Additional Director General & Inspector General of Police, (Traffic & Road Safety), West Bengal;
13. The Commissioner of Police, Kolkata;
14. The Secretary, Urban Development and Municipal Affairs Department, Government of West Bengal;
15. The Secretary, Power Department, Government of West Bengal;
16. The Secretary, Information & Cultural Affairs Department, Government of West Bengal;
17. The Secretary, Public Works Department, Government of West Bengal;
18. The Secretary, Panchayat & Rural Development Department, Government of West Bengal;

19. The Director & Chairman, Lead Agency on Road Safety, Transport Directorate, West Bengal;
20. The Municipal Commissioner, Kolkata Municipal Corporation;
21. The District Magistrate and Chairman of District Road Safety Committee (All);
22. The Commissioner of Police, Bidhannagar/Barrackpore/Siliguri/Howrah/Asansol-Durgapur/Chandannagar;
23. The Joint Commissioner of Police (Traffic), Member Secretary, DRSC (Kolkata);
24. The Chief General Manager & Regional Officer, National Highways Authority
25. OSD, Transport Department & Liaison Officer, to get in close touch with Press and get the Notification printed early.
26. Statistical Officer, Transport Department with a request to upload the Notification in the departmental website.
27. Prof. Bhargab Maitra, Department of Civil Engineering, IIT, Kharagpur.



Special Secretary

No: 3565/3(2)-WT/TPT-16012/7/2022

Kolkata, Dated:12/12/2024

Copy forwarded for kind information and necessary action to the :

1. Private Secretary to HMIC/HMOS, Transport Department, Government of West Bengal;
2. Sr. Personal Secretary to the Chief Secretary, Government of West Bengal.



Special Secretary